

The China Mail.

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HONGKONG, TUESDAY, SEPTEMBER 2, 1890.

日八月七寅庚

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALBEE, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & GORKE, Ludgate Circus, E.C. BATES HENRY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 130 & 134, Leadenhall Street. W. M. WILSON, 161, Cannon Street, E.C. ROBERT WATSON, 151, Fleet Street.

PARIS AND EUROPE.—AMADEE VINCENT, 36, Rue Lafayette, Paris.

NEW YORK.—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, West 22d Street.

SAN FRANCISCO and American Posts generally.—BOAN & BLAAR, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

CEYLON.—W. M. SMITH & Co., THE APOTHECARY'S CO., Colombo.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Square, Singapore. O. HEINZER & Co., Manila.

CHINA.—MACAO, F. A. DE CRUZ, Amoy, N. MACAU, POCOCK, HEDGE & Co., SHANGHAI, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL \$2,000,000.
PAID-UP CAPITAL 259,000.

HEAD OFFICE, 4th, Threadneedle Street, West End Office, 25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives Money on Deposit, Buys and Sells Bills of Exchange, Issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 6 per cent. per annum
" 0 " 4 " " "
" 3 " 3 " " "
ON CURRENT DEPOSIT ACCOUNTS 2 per cent. per annum on the Daily Balance.

GEO. W. F. PLAYFAIR,
Manager.

Hongkong, August 1, 1890. 1303

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$8,100,000.50
RESERVE FUND \$5,482,127.20
RESERVE LIABILITY OF \$8,103,062.50
PROPRIETORS \$8,103,062.50

COURT OF DIRECTORS.
Chairman—H. L. DALMUYL, Esq.
Deputy Chairman—J. S. MORIS, Esq.
T. E. DAVIES, Esq. Hon. A. P. McEWEN,
W. H. FOLES, Esq. S. O. MICHAELSEN,
H. HOPKINS, Esq. Esq.
Hon. J. J. KESWICK, L. POSECKER, Esq.
ALEX. MC CONACHIE, D. R. SASOON, Esq.
Esq.

CHIEF MANAGER.
Hongkong, T. JACKSON, Esq.
MANAGER.
Shanghai, JOHN WALTER, Esq.
LONDON BRANCH—London and County Bank

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

THOMAS JACKSON,
Chief Manager.

Hongkong, August 23, 1890. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on the premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked on Hongkong Savings' Bank Dividends is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
Agents Issuing the Loan,

T. JACKSON,
Chief Manager.

Hongkong, August 30, 1890. 1520

Intimations.

THE BALMORAL GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY General MEETING of the SHAREHOLDERS of THE BALMORAL GOLD MINING COMPANY, LIMITED, will be held at the HONGKONG HOTEL, Victoria, in the Colony of Hongkong, at 3 o'clock P.M. on SATURDAY, the 6th day of September, 1890, when the abridged Resolutions which were passed at the Extraordinary General Meeting of the Company, held on the 21st day of August, 1890, will be submitted for Confirmation as Special Resolutions:—

1.—That the Capital of THE BALMORAL GOLD MINING COMPANY, LIMITED, be increased from \$1,000,000 to \$1,000,000.

2.—That the said New Shares be put to the shareholders allotted to them Shareholders whose names shall appear on the Register of the Shareholders of the said Company on the 1st day of September next, and who shall be entitled to claim that any fractional part of any New Share allotted to him.

3.—That all New Shares not applied for by such shareholders within the time aforesaid be disposed of and allotted as the Directors in such manner as they shall think fit.

By Order of the Board,
C. GEORGES,
Secretary.

Intimations.

SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN.

CAPITAL 4 MILLION FRANCS.

A EXTRAORDINARY MEETING

OF THE SHAREHOLDERS OF THE BALMORAL GOLD MINING COMPANY, LIMITED, will be held at the HONGKONG HOTEL, Victoria, in the Colony of Hongkong, at 3 o'clock P.M. on SATURDAY, the 6th day of September, 1890, when the abridged Resolutions which were passed at the Extraordinary General Meeting of the Company, held on the 21st day of August, 1890, will be submitted for Confirmation as Special Resolutions:—

1.—Issue of 6,000 Debenture Bonds of 100 Haiphong Dollars each.

2.—AUTHORIZATION of Hypothecating the Property of the Society.

3.—MODIFICATIONS of the Articles of Association.

Owners of at least 20 Shares to bearer in order to have the right to attend the above Meeting, will have to deposit them at the Company's Office, not later than the 23rd August, and will receive in exchange a card of admission.

By Order of the Board,

C. GEORGES,
Secretary.

Hongkong, August 20, 1890. 1469

Business Notices.

STEAM & C. G. W. R. & C. & C. & C.

FOR SALE.

OFFICE CALL BELLS, GLASS PENTACKS,

GLASS RULES and INKSTANDS.

Felt-covered RUBBER COPYING BRUSHES.

Coloured COLOURED CHALKS.

Automatic POCKET PENCILS.

EXCHANGE PENCILS with Re-fills.

Rubber BANDS, SEALING WAX.

SCREW PAPER FASTENERS.

LABEL DAMPERS.

A great variety of OFFICE INKSTANDS.

The New DUST-PROOF EVER-LEVEL INKSTAND.

LETTER and PARCEL POST BALANCES.

L. C. & Co.'s Celebrated OFFICE PENCILS.

BEANDUAU'S, MAGNUSEN & CAMERON'S, GILLOTS', MITCHELL & PEERY'S, PENS,

BALL-POINTED PENS, MORRAN'S 1st & 2nd quality COPYING PRUSSES.

The usual Assortment of 1st Class OFFICE STATIONERY & BOOKS.

LANE, CRAWFORD & Co.

Hongkong, September 2, 1890. 1551

MARINE HOTEL,

HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that

THE MARINE HOTEL is NOW OPEN.

THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the OLD P.

& O. WHARF, and is newly built after the designs of the LARGEST EUROPEAN HOTELS—the

BEDROOMS, BATH-ROOMS, &c., are commodious, well ventilated and well

Furnished, and are suitable for Single or Married Persons. The DINING ROOM

large and looks on the Harbour.

The TABLE D'HÔTE will be supplied with the best the market can provide.

The BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up

in superior style. ENGLISH and AMERICAN TABLES.

WINEs and LIQUORS of the best qualities and Brandy will only be supplied.

The Undersigned therefore begs the patronage of the Public, hoping to give every

JAS. EDWARDS, Proprietor. 1437

NEW HATS.

CHRISTY'S AND HEATH'S BLACK, BROWN AND GREY FELT HATS.

DOUBLE AND SINGLE TERRAI AND OTHER SOFT FELTS.

BEST ENGLISH-MADE STRAW HATS.

LADIES' FELT HELMETS, AND

CALCUTTA PITH HATS,

TWEED CAPS.

ROBERT LANG & Co.

Hongkong, July 28, 1890. 1334

W. POWELL & Co.

LAST WEEK OF THE GREAT SALE!

LAST WEEK OF THE GREAT SALE!!

W. POWELL & Co.

VICTORIA HOTEL,

Praya and Queen's Road Central, Hongkong.

VICTORIA EXCHANGE, September 2, 1890. 1549

LAST WEEK OF THE GREAT SALE!

W. POWELL & Co.

LAST WEEK OF THE GREAT SALE!

W. POWELL & Co.

VICTORIA HOTEL,

Praya and Queen's Road Central, Hongkong.

VICTORIA HOTEL,

Praya and

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, V.I.
THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *BATAVIA*, 2,553 Tons Register, Capt. WILLIAM KELLY, will be despatched for VANCOUVER, B.C., via AMoy, SHANGHAI, KOBE (via INLAND SEA), and YOKOHAMA, on THURSDAY, the 4th September, at Noon.
To be followed by the S.S. *ABYSSINIA*, 23rd September; and *PARTHIA*, 7th October.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver & Victoria (Mex.) \$20.00
To Montreal, New York, &c. 93.00
To Liverpool 35.00
To London 33.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Fare will be received on board until 4 p.m. on the 3rd September.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us 1/2 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, August 30, 1890 1406

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship *CHINA* will be despatched for SAN FRANCISCO, via YOKOHAMA & HONOLULU, on THURSDAY, the 4th September, 1890, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Pan Ports, to San Francisco, to Atlantic and Inland Oceans of the United States, via Overland Railways, to Havana, Trinidad, and Venezuela, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco 225.00

To San Francisco and return, ... 393.75 available for 6 months ...

To Liverpool 36.00
To London 330.0

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passenger, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Fare will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

O. D. HARMAN,
Agent.

Hongkong, August 22, 1890 1479

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;

ALSO
LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 11th September, 1890, at Noon, the Company's S.S. *CONGO*, Commandant TROCMÉ, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m.; Specie and Parcels until 3 p.m. on the 27th Instant, 1890. (Parcels are not to be sent on board; they must be left at the AGENT'S Office). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, August 20, 1890 1527

Mails.

SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA, ANTWERP,
BREMEN & HAMBURG,
PORTS IN THE LEVANTE, BLACK
SEA & BALTIK PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON WEDNESDAY, the 24th day of
Sept., 1890, at 4 p.m., the Company's
Steamship *BATAVIA*, Captain J. MORRIS,
with MAILED PASSENGERS, SPECIE,
and CARGO, will leave this port for the
above places.

Cargo and Specie will be registered for
London as well as Marseilles, and accepted
in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until
4 p.m.; Specie and Parcels until 3 p.m.
on the 27th Instant, 1890. (Parcels are
not to be sent on board; they must be left
at the AGENT'S Office). Contents and
Value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewards.

For further particulars, apply to

MELCHERS & Co.,

Agents.

Hongkong, September 1, 1890 1538

Mails.

ZETLAND LODGE

No. 525.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMAILIA, PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH AND LONDON:

ALSO,

BOMBAY, MADRAS, CALCUTTA,
AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PEKING
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
PEKING, Captain P. HARVEY, with Her
Majesty's Ships, will be despatched from
this for LONDON, via BOMBAY and
SUEZ CANAL, on THURSDAY, 4th September,
at Noon.

To be followed by the S.S. *ABYSSINIA*,
23rd September; and *PARTHIA*, 7th
October.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with Pacific Coast
Points, by the regular Steamers of the
PACIFIC COAST STEAMSHIP COMPANY and
other Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver & Victoria (Mex.) \$20.00
To Montreal, New York, &c. 93.00
To Liverpool 35.00
To London 33.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Consular Invoices to accompany Cargo
destined to points in the United States,
should be sent to the Company's Offices,
addressed to Mr. D. E. BROWN, District
Freight Agent, Vancouver, B.C.

Fare will be received on board until
4 p.m. on the 3rd September.

All Parcels must be sent to our Office
and should be marked to address in full;
and the same will be received by us 1/2 p.m.
the day previous to sailing.

For information as to Passage, or Freight,
apply to

ADAMSON, BELL & Co., Agents.

Hongkong, August 30, 1890 1406

To-day's Advertisements.

ZETLAND LODGE

No. 525.

A N Emergency MEETING of the above
LODGE will be held in the FIRE-
MEN'S HALL, Zetland Street, on FRID-
AY NEXT, the 5th Instant, at 5 for
5.30 p.m. precisely. VISITING BRETHREN
are cordially INVITED.

Hongkong, September 2, 1890 1548

GOVERNMENT NOTIFICATION.

IT is hereby notified that in accordance
with the Regulations made by the
Convention in Council under the Provisions
of Section 1 of Ordinance of 1883. All
VESSELS arriving from SHANGHAI and
NAGASAKI must until further Notice pro-
ceed to the QUARANTINE ANCHORAGE
and fly the QUARANTINE FLAG on arrival.

By Command,

W. M. DEANE,
Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, September 1, 1890. 1544

TO LET.

(Possession from 1st October.)

1ST FLOOR of No. 2, BLUE BUILDINGS.
Apply to
THE HUNGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, September 2, 1890. 1552

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

The Co.'s Steamship
Archives.

Captain LAFAGE, will be
despatched as above on

THURSDAY, the 4th Instant, at 11 a.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRK,
Agents.

Hongkong, September 2, 1890. 1520

E. L. WOODIN,
Supervisor.

1st & O. S. N. Co.'s Office.
Hongkong, August 23, 1890. 1486

Occidental & Oriental Steam-
ship Company.

TAKE CARGO AND PASSENGERS

TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE.

VIA

THE OVERLAND RAILWAYS,
AND

ATLANTIC & OTHER CONNECTING
STEAMERS.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessel, during
their stay in Hongkong Harbour:—

THE Steamship *DELIGIC* will be
despatched for San Francisco, via
Yokohama, on TUESDAY, September
18th, 1890, at 1 p.m., connection being
made at Yokohama with Steamers from
Shanghai and Japan Ports.

All Parcel Packages should be marked to
address in full; and will be received by us
at the Company's Office until 5 p.m. the
day previous to sailing.

First-class Fares granted as follows:—
To San Francisco 225.00

To San Francisco and return, ... 393.75 available for 6 months ...

To Liverpool 36.00

To London 330.0

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese Customs, to be
obtained on application.

Passenger, who have paid full fare, have
the option of proceeding Overland by the
Southern Pacific and connecting Lines, Central
Pacific, Northern Pacific or Canadian Pacific
Railways.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Fare will be received on board until 4 p.m.
the day previous to sailing. Parcel Packages
will be received at the office until 5 p.m.
the day previous to sailing.

For Freight or Passage, apply to the
Company's Office, No. 504, Queen's Road Central.

O. D. HARMAN,
Agent.

Hongkong, August 25, 1890 1493

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,

The water is falling at Hankow at the rate of an inch in twenty-four hours, and up till Tuesday it had gone down a foot.

With regard to the disappearance of Mr Kribs it had become known at Chero that he left that port in a junk, apparently for Corse.

We learn that the Shanghai Shipping Company has increased their fleet of sailing ships by the purchase of the British barque *Contest*, 387 tons register. The vessel arrived recently from Freemantle.—*Shanghai Mercury*.

The Seoul correspondent of the *Chinese Times* writes on the 18th ultimo:—The continued ill-health of the U.S. Minister, Hon. A. Heard, causes him to leave to day on a short trip to Chosen. During his absence the Legation will be in charge of the missionary-medico-diplomat and his principal and palau champion, H. N. Allen.

The steamer which arrived at Shanghai from Hankow, says the *N.C. Daily News* of 29th ult., report that the *Glenelgas* was en route on Wednesday afternoon on Phasang Flats, some four miles above Nanking. After the Shanghai had passed, the *Glenelgas* seemed to have moved, so that it is probable she has got off her course and proceeded on her voyage to Hankow.

The following telegrams in the Port Darwin Times of 28th August give some particulars of the commencement of the great strike in Australia:—“The Seamen's officers' strike has now commenced in earnest. Support is being given by all the other unions in the colony.”—“The strikes among the various labour associations in Melbourne and Sydney have now become general, and business is entirely at a standstill. All the intercolonial steamers are laid up. The almost total stagnation of trade is causing enormous losses and inconveniences, and the bitterness of feeling on both sides renders an early settlement of the difficulty improbable.”

COMFORT FOR SMOKERS.—Smokers may be pleased to learn that Dr Gauthier, of Vichy, claims to have discovered a method of rendering tobacco harmless to mouth, heart, and nerves, without detriment to its aroma. According to him, a piece of cotton wool steeped in a solution (5 to 10 per cent.) of pyrogallol acid inserted in the pipe or cigar holder will neutralise any possible effects of the nicotine. In this way not only may the generally admitted evils of smoking be prevented, but cirrhosis of the liver, which in Dr Gauthier's experience is sometimes caused by tobacco, and such lighter penalties of over-indulgence as headache and furring of the tongue may be avoided. Citric acid, which was re-introduced by Vigier for the same purpose, has the serious disadvantage of spoiling the taste of the tobacco.—*British Medical Journal*.

THE SHAH POO, in its Peking news, has the following strange story:—There was a rumour floating in the capital for some time that people were losing their queues mysteriously, but nothing authentic until recently has come to hand when a man came to report his curious case. He was pronouncing a certain name on the 14th of last month, when suddenly a beautiful woman, by her appearance of about 30 years of age, appeared behind his back with a pair of shears, quickly snipped off his queue and vanished, out of sight very mysteriously. This queer man was seen by many people. Other cases of the same nature have been reported. Some years ago in some part of China there was a rage of paper women cutting off men's queues in the night; but this is quite unintelligible. It is a passage of coming evil, to the Government or the country, for surely it is not a good omen to have our national badge tampered with!

CORRESPONDENCE.

MUSIC IN THE GARDENS.

To the Editor of the “CHINA MAIL”

Hongkong, 2nd Sept. 1890.
Sir,—Three or four months ago the Band of the Regiment gave two enjoyable performances in the Public Gardens on moonlight evenings. Why have they not been continued? The Sunday evening performances of the last Regiment were very much appreciated. If the present Regiment object to play on Sundays, their examples will be fully resented, but there are six other days in the week during which they might perform. During the summer months it is only in the evening time that one can walk in the Gardens, and unless a band plays in the Gardens, people would go out without some attraction. The Gardens are a beautiful ornament to the city, but the very seldom open at a time when European visitors, especially our own, desire to visit them. Some years ago it was proposed to organise a Manila band for service as a town band, but the suggestion raised much objection, mainly on the ground that the men were then very well served by the Nathamton band. The performances given in front of the Officers' Mess can only be enjoyed by a few. If the Government were willing to spend money for a Manila band, they might surely be induced to give some small subsidy to the band of the Regiment, if the Band would take such a thing for regular performances in the Gardens once a week during the summer. And if the Government would not help in this matter, I am sure if the band were sent round sufficient money would be obtained from the public to ensure regular performances.—Yours,

MUSICA.

The more people know the less they bring about it.—*Itam's Horn*.

The light that never was on sea or land must be a sky-light.—*Binghamton Republican*.

A MAN'S reformation always dates from the last time he was caught.—*St. Louis Globe*.

ADAM.—What kind of an apple was that you gave me? Eve.—Aearly fall.—*Boston Herald*.

A TEN-dollar loan that was never repaid caused Tom to speak of the borrower as his X-friend.—*Texas Styling*.

The man who has lived for himself has the privilege of being his own mourner.—*Dexter Read*.

ABE is one of the few things a man can get without camping or deserving it.—*Midwayer Journal*.

A SILLY man hunting for something to get mad at is generally successful in his search.—N. O. Plogster.

TRIUMPHS are persons now in hell who might have been in heaven with half the trouble.—William's *Brian's Note*, “When We Were Boys.”

SUPREME COURT, IN BANKRUPTCY.

(Before His Honour Mr Fielding Clarke,
Acting Chief Justice).

Tuesday, Sept. 2.

IN THE MATTER OF SUI CHEE.

This was a debtor's petition for adjudication in bankruptcy.

Mr Blaxting, who appeared in support of the petition, said the petitioner was a trader carrying on business in partnership with several other persons under the style of the Wing King Loung, at No. 34 Hollywood Road. He had filed a schedule, in which he showed that the debts due from him, all except one of which were partnership debts, amounted to the sum of \$6,412. His assets, including debts due to him amounted to \$4,100, the greater portion of which were good debts, as his Lordship would see from the names of the debtors, and these debts would no doubt all be recovered. There was a balance of about \$400 put down as doubtful. There was about \$100 worth of building materials in the petitioner's possession. Therefore there seemed every probability that a dividend of at least 50 per cent would be declared.

There was no opposition to the application, and his Lordship granted an order for a judgment.

IN THE MATTER OF YOUNG SHING HO.

This was a creditor's petition for adjudication.

Mr Reece, who appeared for the petitioner, said he appeared for the petitioning creditor, Lai Chee Po, and the petition was filed on 29th July, and an order for service was made. Service was effected on 3rd August. There was an affidavit of service, and the time for appeal expired on 30th August. The petition stated the debt at \$370, being principal and interest due on a promissory note, which was produced. The act of bankruptcy was stated to be the debtor's having left the Colony with intent to defeat or delay the claims of his creditors, and this was verified by the declaration of his Lordship, being present, was asked by his Lordship whether he had any reason to show why he should not be adjudicated a bankrupt. He said he had no objection to being adjudicated a bankrupt.

His Lordship said he thought there should be adjudication with protection, and made an order accordingly, informing the bankrupt at the same time that his protection depended on his giving all the assistance he could in the realisation of his assets.

MR PERCIVAL SPENCER'S RETURN FROM THE ACHEEN WAR.

Mr E. B. Roper, advance agent of Mr Percival Spencer, the famed balloonist and parachutist, has arrived in Hongkong and is making arrangements for a series of demonstrations in Hongkong. Mr Spencer himself is expected here in a few days. We have on several occasions given short accounts of his wonderful parachute performances and chronicled his safe descent from enormous heights. Apart from the interest attached to his visit to Hongkong, the following account of his novel war balloons experiments in Acheen will be read with interest:—

I arrived at Olieheli on the 1st Aug., and the balloon, ear and the paraphernalia for making hydrogen gas were landed without delay. The following day, being the birthday of H. M. the Queen of Holland, was of necessity spent in festivities and illnesses, for which I was not sorry, as about this time there was rather a heavy gale, and wind which blew for several days and which would have made ballooning difficult. At last the order to commence operations arrived, and on Friday, the 8th August, everything was in working order. On the morning of that day, at about 8 o'clock, I commenced filling the balloon in Kota Radja, the fortified capital of Achean. The gas flowed freely from the start, and in about six hours the balloon was sufficiently filled and virtually ready for the ascent. As, however, a fresh breeze was blowing at the time, and as moreover the General in command of the troops had given orders to make the first ascent at 5 p.m., I had to wait until that hour. The balloon being carefully secured by means of sand bags behaved beautifully, and at the appointed time a dozen soldiers marched with it to the nearest railway line, it having been decided that the ascent should be made from a truck which had been placed in a convenient position, and to which a block and the other necessary tackle had been secured. As soon as everything was ready Major Hawke Drove and myself entered the car, and the balloon rose into the air in stately grandeur, to the astonishment of crowds of Acheneans who had assembled and who stared at us with eyes and mouths wide open, and to the evident satisfaction of the General in command and numerous military officers who witnessed the first balloon ascent in Sonatra. Having remained in the air an altitude of some hundred feet for a considerable time, and thus demonstrated that it was possible and practicable to fill and work a balloon without the slightest hitch, even in such an out-of-the-way place as Achean, I gave the signal to descend, and was satisfactorily assured down by the locomotive engine, and on reaching terra firma the Major left the car, and the Lieutenant of Engineers, Pal Recker, joined me. With him I rose again until the shades of evening warned me to descend, and I had the balloon once more lowered down and secured for the night. On the following morning an armour-plated train consisting of a locomotive with passenger carriages and a number of trucks steamed up to where the balloon was made fast. The Major and I then once more convoyed by soldiers towards the line and secured to the hindmost truck by means of several ropes. The General and suite occupied the first carriage, then came the victualling department, next the trucks with many bits of workmen, and last the vehicle to which the balloon was secured, which was also occupied by a small armed contingent of soldiers. Major Hawke Drove, the chief officer of the balloon corps, secured other flags and myself. A while was sounded, and away we went to the front. The spectacle we presented was a sight worth seeing and stands unique in the annals of aerial navigation. The quaint looking locomotive, the armoured carriages, the tawny-faced drivers in the worn-out truck, and lastly the small Netherlands soldiers and officers in uniform, above which soared in majestic grandeur the symmetrical shaped balloon, formed an imposing procession as it went its way towards through the luxuriant growths of tropical vegetation. Balloons have certainly been transported when inflated, of course, in a large number of men holding the various ropes and walking slowly and carefully in the required direction, but to simply fasten one to a train and to steam away over hill and dale, round the various bends of the blue river to the right, next to the left, has, as I said before, never been attempted until we tried it in Achean. At times we passed

through pieces of dense forest, the track being lined by immense trees, some of them much higher than the balloon, but the latter behaved splendidly, gently swaying from side to side clearing tree after tree, avoiding the telegraph posts and lines in the handsomest manner possible. When the balloon was reached we halted, and the Major and I once more entered the car and were sent aloft. The sight we behold, the scene that unfolded itself to us was beautiful indeed. Right under our feet lay the fortified outpost of Lambaroo, and to our right and left we could plainly see the hills of small fortifications which the Dutch Government had erected round the central post, Kota Radja, whilst beyond lay the country of Achean with its native villages, primitive plantations, and fortified enclosures, and further off the hills of Ajeh, lighted up by the early morning sun, the various shades of green, yellow, brown and dark grey forming a beautiful picture of nature in peaceful repose. It was not long, however, before the scene changed. The Major had by means of a pre-arranged system of communication ordered the forts of Lambaroo, Lambaroo, Lampong, and Lampernoro to open fire on the enemy, and within a few minutes the order had been telephoned to the various stations. As if by the wave of a magic wand the picture of peace and repose now changed into one of battle and strife. Gun salutes followed the commencement of destruction, portions of the hills and valleys became enveloped in smoke, and the roar of the battle was heard.

The Technical College built by the Viceroy and Mr. Dohring outside the Settlement is to be devoted to the purpose of a Military College. This is in accordance with the wishes of the Viceregal Government.

It is reported that hundreds are fleeing from Toledo, Spain, in consequence of the cholera.

London, 5th Aug.—Extensive precautions against the introduction of cholera are being taken in Egypt and France in consequence of the prevalence of the disease in Africa.

An injunction has been applied for to restrain Mr. W. Pritchard Morgan from mining in Wales without a license.

Emperor William, in conversing with Mr Charles Miller, acknowledged the courtesy which had been extended to the German navy in Australia, and expressed great interest in the German Lloyd line.

It is feared that a rising will take place among the Christian population of Armenia, and the Turkish army reserves have in consequence been called out.

The Armenians are ouregetically fortifying their frontier, being alarmed at the hostile attitude of Turkey.

London, 13th Aug.—The return of English exports for quarter show an increase of £2,400,000 on the corresponding period of last year.

London, 13th Aug.—Captain Dalton has accomplished thefeat of swimming across the British Channel in twenty-four hours.

The Duke of Clarence is ill with fever.

The strike among the Cardiff miners is still unsettled, the owners refusing to comply with the men's demands. Over fifty thousand men are idle, and numbers of the people are in a semi-starving condition.

Provisions are at famine prices, meat selling at 2s per lb. Soldiers are held in readiness to check any serious outbreaks.

The strike has since been amicably settled.

The property bequeathed by the late Duke of Manchester amounts to £26,000.

A large distillery in Kentucky has been destroyed by fire.

Rossway has been invited to visit and report upon the auriferous areas in Borneo on his way back to Australia.

Berlin papers prophecy startling results from the present visit of the German Emperor to England.

NOTES.

CHINA.

SCENE IN THE HOUSE OF COMMONS.

London, Aug. 2.—The Speaker of the House of Commons rebuked Sir William Harcourt for attacking the Government of insolence towards the Scotch members. An exciting scene took place in the Chamber.

THE CHINA DIVORCE CASE.

London, August 2.—It is reported that Viscount and Lady Dulou, the parties in the late divorce case, have become reconciled.

London, August 2.—The two Duncles and Wertheimer have dined together. Lady Dulou is staying in Ireland. It is expected that she and her husband will make a tour in the Cape Colony.

THE JEWISH IN RUSSIA.

London, August 4.—The reported Russian edict against the Jews have been denied, but the old enactments have been rigorously enforced.

THE GERMAN EMPEROR'S VISIT TO ST. PETERSBURG.

London, Aug. 4.—It is reported in Paris that there is a dynamic crisis on the railway between Revel and Narva, which is in the route to St. Petersburg.

London, August 4.—The heat at Chicago is intense. Thirty deaths have occurred from sunstroke.

London, August 4.—The Supreme Court at Capetown has ordered the winding up of the Cape Union Bank.

London, Aug. 4.—The French Senate has passed the Sugar Tariff Bill.

THE SILVER QUESTION IN AMERICA.

London, Aug. 2.—Mr Windom, the United States Treasurer, has decided in favour of a proposal that the Treasury should purchase silver in minimum of 10,000 oz.

MONSTERS ON FIRE.

London, Aug. 4.—A terrible fire broke out on Mount Athos, a lofty mountain in European Turkey, at the extremity of the peninsula of Macedonia. Whole forests were devastated.

The fire spread to the monasteries of the Greek monks who inhabit the place, and their hermitages were destroyed.

Twenty monks and hermits are said to have perished in the flames.

The damage done is estimated at one million sterling.

In Curzon's “Monasteries,” the view from the summit of Mount Athos is described as one of the finest in the world. The book goes on to say:—“The mountain belongs to the Caloyer, or Greek monks, who scatter monasteries, chapels, &c., are scattered over its sides, and have procured for it its modern name of ‘Holy’ Moun.” The monks attempt to trace their institution to the time of Constantine, but their earliest authentic documents do not go further back than the tenth century. The site of these monasteries is very picturesque, but none of the monasteries have much architectural merit. They are remarkable chiefly for the solidity of their structure, and the precautions adopted to make them secure as places of refuge. One principal monastery, St. Lazarus, stands on the S.E. side of the mountain facing the sea. It looks like an ancient fortress surrounded by high blank walls, over the tops of which are seen numerous domes and pinnacles, odd-shaped roofs, and crenellated turrets. It encloses an irregular space of three or four acres and has a front of about 50 ft. The only entrance is by a crooked passage defended by three iron doors. The interior consists of several small courts, and two large open spaces surrounded with two churches, and buildings to accommodate the monks. The area at present are only 120. The whole number now inhabiting the peninsula has been estimated variously at from 3000 to 2500. The latter is probably the more accurate estimate.

London, August 6.—The diplomatic body in Guatemala are negotiating for the conclusion of peace between that republic and Salvador, and it is hoped that the matter will be settled shortly.

London, August 15.—The President of Guatemala has shot the ex-Premier of that republic for alleged treason.

OIL CYCLE IN FRANCE.

London, August 21.—A terrible cyclone has swept over France, causing immense destruction. The damage inflicted on the vineyards in the Aude Department is estimated at over a million sterling. It is feared that the wheat crop throughout the country will also be very short.

CLIMATE IN IRELAND.

The outlook in Ireland is increasing in gloominess. The potato blight continues to spread, and it is feared will result in widespread suffering and famine.

BRACH OF FROTHON CAMP.

London, August 21.—Duncan, editor of the *Morning Post*, has been mulcted in the sum of £10,000 in a branch of promissory note. The plaintiff, who is only 21 years of age, and granddaughter of Sir Francis Knowles, stated in Court that the defendant attempted to seduce her. The defendant is aged sixty-four.

Speech by Lord Salisbury.

London, August 21.—Lord Salisbury, speaking at the Lord Mayor's banquet this week, said the agreements recently concluded with France and Germany re territorial claims of those countries would largely contribute towards ensuring a lasting peace in Europe. Matters generally indicated continued tranquillity. Egypt was increasing in prosperity; and Ireland was more peaceful, prosperous and contented now than she was in 1889.

ANOTHER RUSSIAN LOAN.

Russia is endeavouring to negotiate a further loan of fifteen million sterling, to be expended in the construction of railways.

